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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
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Per doz. quarts..... \$7.25
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Hongkong Daily Press.

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WATSON'S PRICKLY
HEAT LOTION
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IT AT ONCE RELIEVES THE SKIN
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NEW PREMIER CYCLES. Best American
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MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
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PORTLAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st August, 1904. [a1451]

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ELEGANTLY FURNISHED ROOMS
with Excellent Board.
Apply—
"LADY."
Care of Daily Press Office.
Hongkong, 22nd August, 1904. [a2015]

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New Season's Selected
GINGER AND FRUITS
of Standard Quality.
Packed in Rich Syrup and Best Sugar.
STEM GINGER for Table d'hôte.
Specially recommended.
Delicious and wholesome.
Fixed prices for different assortments.
Orders will be promptly executed.
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BY a Young and Capable Englishman,
a position as BOOKKEEPER, TYPE-
WRITER, or General Office Assistant, with a
good knowledge of French.
Apply—
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Hongkong, 20th August, 1904. [a2033]

WANTED.
IN a Solicitor's Office in Hongkong, a
thoroughly efficient **SHORTHAND**
CLERK and **TYPEWRITER** (either male
or female); salary to commence with, £10 sterling
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Hongkong, 20th August, 1904. [a2035]

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DOCTOR Wanted immediately for Emigra-
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Hongkong, 6th August, 1904. [a2027]

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Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904. [133]

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LARGE STOCK
OF
LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.
Hongkong, 29th April, 1904. [a333]

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WINE AND SPIRIT MERCHANTS.



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SHANGHAI:—FOOCHOW ROAD.
SINGAPORE:—RAFFLES QUAY.

AGENCIES THROUGHOUT THE EAST.
HONGKONG:—15, QUEEN'S ROAD.
6th August, 1904. [a35]

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ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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MARINE SURVEYORS.
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.
SALVAGE WORK UNDERTAKEN.
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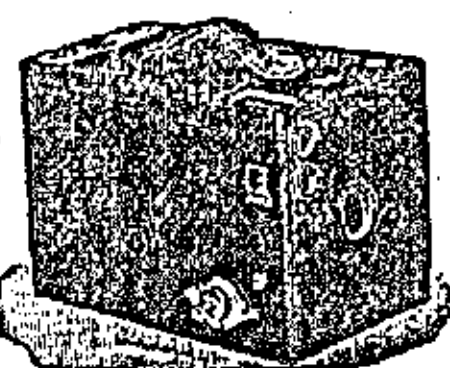
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Telephone No. 358. [a1153]

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PROMPT

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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

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(Same Premises as Messrs. Ah Chee.) [a38]

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The people who appreciate our Soda Water most are particular people—those that can detect
the slightest deviation from goodness and purity.

It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its
perfection.

It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

WATKINS LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS.

APOTHECARIES' HALL, WATKINS BUILDING.
At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

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LAHMEYER ELECTRICAL CO. LD.
LONDON.

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
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Joubert's Russia... \$6.00
Cassell's History of the Russo-Japanese
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with Maps and Illustrations, Parts 1
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DEED BOXES, CASH BOXES, PIN BOXES, &c.
[a33]

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LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES. [a34]

Hongkong, 8th July, 1904.

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FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460. [a1708]

Hongkong, 15th August, 1904.

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO
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(Telephone No. 467.)

WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. Gaupp & Co.)

HIGH-CLASS TAILORS & OUTFITTERS.
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—New Lot of Straw Hats,
Felt Hats, Panamas, Umbrellas, Walking
Sticks, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [19:2]

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GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1903. [174]

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**THE HONGKONG STEAM WATER-
BOAT CO. LD.** is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager.
1st Floor, 37, Connaught Row.
Hongkong, 13th June, 1903. [1473]

CARLTON HOUSE.

10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished. Com-
fortable and the Cuisine a specialty.

For terms apply—
B. F. HOWARD,
Lessee and Manager.
Hongkong, 2nd July, 1904. [1621]

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
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machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! (No Extras!)

U. HAYNES,
Manager.

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table d'hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1892]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Luncheon Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a349]

MACAO

AND

CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,
Proprietor.
[a1362]

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(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a224]

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
63, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

INTIMATION



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LIMITED

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

**THE FINE
MELLOW
FLAVOUR
OF OUR CELEBRATED**

BLEND

VERY OLD LIQUEUR

**SCOTCH
WHISKY.**

IS ATTAINED ONLY BY
GREAT AGE, BEING THOROUGHLY
MATURED AND SUPERIOR QUALITY
UNIFORMLY MAINTAINED.

PRICE \$16.50 PER DOZEN.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

[31]

NOTICE TO CORRESPONDENTS

On the 6th August, at Vancouver, New Zealand, ELIZABETH, relict of the late G. W. COLLINS, formerly of Tientsin.
On the 13th August, at Victoria Nursing Home, Shanghai, CHARLES BENJAMIN WHITELAW, son of Capt. and Mrs. J. WHITELAW, aged 13 months.

P.O. Box, 33. Telephone No. 12.

DEATHS.

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On the 13th August, at Victoria Nursing Home, Shanghai, CHARLES BENJAMIN WHITELAW, son of Capt. and Mrs. J. WHITELAW, aged 13 months.

The Daily Press.

HONGKONG OFFICE: 11, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23RD AUGUST, 1904.

GENERAL RUMOUR has now almost if not entirely annihilated the Japanese army which has in hand the task of capturing Port Arthur. Early in the present month General STROSSNELL, the Russian Commander, estimated his enemy to number 70,000. Since then General RUMOUR notified us that in one battle the Japanese lost 30,000; in another 14,000; and that there were "enormous losses" in the other attacks which have been made on the garrison, of which we have lost count. General RUMOUR has certainly killed a number equalling if not exceeding the 70,000 men which General STROSSNELL estimated the attacking force to number. The Japanese Government has not taken the trouble to publicly contradict these absurd and impossible statements, because it appears to be generally known in Japan that there is no foundation in fact for them. There prevails in the Press that tone of quid confidence in victory which was so markedly apparent in the official report regarding the tendering of advice to the Russian General to surrender the fortress. If that magnanimous suggestion emanated from the shadowy remnant of a besieging army, which is all the Russians have allowed, telegraphically, to exist, then we can hardly avoid some comparison of Japanese and Russian "cheek." But undoubtedly the humane proposal was made, not in a spirit of over-confidence or bravado, but with a calm assurance, based

on the position actually attained, of ultimate conquest. All the news coming from the south of the Kianglung Peninsula bears out the unprejudiced opinion that the capture of Port Arthur is within measurable distance. The very delay of the final assault, which has been viewed by some people as indication that Japan was finding it a harder nut to crack than they expected, confirms us in the idea that these "enormous losses" are Russian exaggerations, to which wish was the father. Throughout, the brave face that Japan has presented to the world, the *sans froid* her nationals have assumed, has misled many outsiders into thinking that the military forces of the Mikado were subject to megalomania; that they were, in homely phrase, too cock-sure. Nothing of the kind. Those who were in Tokyo during the final preparations, and had opportunities of conversing with the higher class soldiers and officers, could not help noticing that beneath the external tone of confidence was a very real and with difficulty concealed realization of the immensity of the task about to be undertaken. Like soldiers of other nationalities, the Japanese rank and file would have fretted in inaction, and they have had their appetite for fighting whetted, and their enthusiasm maintained by being un-lashed in sundry skirmishings and necessary preliminary operations. But no great numbers have been risked on a premature assault that might not achieve all that is hoped for. A deliberate and careful plan of attack is undoubtedly being followed with scrupulous adherence to details arranged. The Japanese forces now surrounding Port Arthur are being worked like the milling machinery of the gods. They move slowly, but the garrison of Port Arthur will be ground exceeding small. The temptation to prophesy has to be resisted strenuously; otherwise we should be inclined to promise some important news in the course of the present week.

Turning to the recent naval operations, a Russian who took part in the flight of the fleet from Port Arthur has outlined for our Shanghai contemporary the order of the fight. With five torpedo craft on the left, as they emerged, and six on the right, the nine Russian ships sailed straight out for the open sea. The *Norik*, since sunk, was trying to join them, approaching from the Corea bay on their left. From the south-east, five Japanese ships and a flotilla of torpedo-boats closed in on their left, the bigger ships circling to the south to head them off. On their right was another squad of torpedo craft, and these, with other cruisers, drew up to join the rest in checking their escape. The two squadrons converged about eleven o'clock, meeting the Russian ships at the same time at a point about forty miles south-west by south of Port Arthur. The *Bayan* struck a stray mine and put back into harbour before that. The *Tsarevitch* had her rudder damaged early on, and began to move in circles. As the others were not informed of this, and had orders to follow her, the whole Russian fleet began walking, a manoeuvre that must have somewhat amazed the Japanese. The result is already known. Five damaged ships managed to regain the shelter of the forts; the rest are being hounded down by the Japanese, while the few that have sought sanctuary in neutral ports are either disarming, or screwing up courage to once more face the watching and waiting foe.

In the far north, everything points to another big battle, unless KUROKAWA once more folds up his tents like the Arabs, and silently steals away. Some time must yet elapse before a combined attack can be made upon him at Harbin, if, as is far from unlikely, he elects to fall back so far north.

The report of yesterday's meeting of the Hongkong & Whampoa Dock Company will be found on page 5.

The s.s. *Prinz Heinrich* will probably be ready about the 26th of August. The steamer may be expected in Hongkong about the 6th or 7th of September.

The Amir of Afghanistan contemplates an electric installation at Kabul. It is hoped by this means to lessen the expenses of his small-arm factory.

Dr. W. Knappe, Consul-General for Germany at Shanghai, left on the 16th inst. by the H.A.L. str. *Tsingtau*, accompanied by his family, for a holiday in Tsingtau.

Mr. J. H. Kemp was sworn in as Deputy Registrar of the Supreme Court yesterday morning. He will continue to act as second police magistrate till the return from furlough of Mr. Hazeland, in November next.

There was no plague case to record during the week-end, and there are no fresh cases of communicable disease. The one plague fatality last week brings the total up-to-date, for 1904, to 439 cases, of which 474 were fatal.

H.M.S. *Taku*, torpedo-boat destroyer, is at the Kowloon Dock.

The German Mail of the 21st July was delivered in London on the 20th inst.

The U.S.S. *Helena*, a gunboat from Canton, is anchored in the foreign man-of-war anchorage.

The Russians are still enlisting Chinese as soldiers and railway guards, paying them \$12 a month.

A proclamation on one of the city gates tells of the reappearance of bands of Boxers in several districts in Tiao and Yenchofu.

A Chinese authority of repute says there is reason to believe that the Chinese Army of the future will be almost entirely remodelled after the Japanese system.

Crops in the Peitaiho (Tientsin) region promise exceedingly well. Some of the villagers are raising foreign vegetables, sweet corn, tomatoes, &c. with great success.

Mission work in Hunan is growing. In these few years since it was opened, some thirteen societies with about eighty-seven resident missionaries are working there.

H.M.S. *Leriaton* will leave her berth at No. 1 Kowloon Dock in another two or three days. The damaged plates have been re-rolled and replaced. Her repairs have taken about four weeks.

It is stated at St. Petersburg that the impending manifesto of the Tsar on the occasion of the birth of the Tsarevitch will include the abolition of the knout for exiles, and of corporal punishment generally.

A tramway accident occurred on Sunday evening. A man employed cementing on the track was knocked down by one of the cars, sustaining such injuries, bruises, etc. that necessitated his removal to hospital.

On the *Shanhai*'s last voyage from Tacoma to Yokohama the *Athenian* was sighted, and she signalled that the Vladivostok squadron had left the coast of Japan. The *Shanhai* did not sight any Russian vessels.

The return of visitors to the City Hall Library and Museum for the week ending the 21st August, 1904, were 270 non-Chinese and 96 Chinese to the former, and 93 non-Chinese and 1,528 Chinese to the latter institution.

The *Grosvord*, the torpedo-boat destroyer which anchored in the Shanghai river, was to be disarmed, and allowed to lie alongside the *Mandjour* until the war is over. She has suffered only from hard work and long exposure to the sea.

The missing crew of the s.s. *Agincourt*, which is lying stranded on Hainan Island, are all safe. After they left the vessel in a junk was to their safety for some time, and fears as to their safety were entertained. The men, however, arrived at Hainan safely.

A recent writer says: "In modern Europe we have tacitly agreed to break the stringent rules laid down in the Gospel, on the plea that they are counsels of perfection, and only bring confusion to the practice of the duties of life set to men by men."

Captain Pedersen and a portion of the crew who arrived at Chefoo on the 17th inst. reported that their vessel, the Norwegian steamer *Union*, is badly ashore in the North Miaoan Islands. She was bound from Shanghai for Newchwang with a general cargo. The vessel was wrecked on the 15th inst.

The magistrate of Djung-chu reports, says the *Korea Daily News*, the murder of a resident of Kolyoumpang by two Japanese soldiers, who tendered 20 cents in payment for 3 chickens and 14 eggs. The Japanese objecting to such a small amount, they struck him with poles, and finally one of them ran him through with a sword.

The C.M. steamer *Anping* arrived at Shanghai from Tientsin on the 17th inst. and Captain Bleken reported that when passing Chefoo on the 12th inst. in the morning, he sighted two Japanese torpedo-boat destroyers taking a Russian torpedo-boat destroyer in tow. The Russian destroyer was blowing off steam as if her boilers were damaged.

Referring to the insurrection in Szechuan, a despatch from Chengtu, the capital of that province, reports that the Tibetans on the western borders of Szechuan, having combined with the aboriginal Miaoese tribes in their vicinity, have started an insurrection in Ningyuan prefecture and have killed several of the mandarins there. Viceroy Hsi Liang has sent the prefect of Chengtu with two battalions of troops to put down the insurrection.

According to the *Chefoo Daily News*, the *Asold* and *Grosvord* tried to get into Tsingtau, but were kept off by the Japanese, and were obliged to go on to Shanghai. The *Sturzenpau* states that the Waiwupu has received a despatch from Mr. Lessor, the Russian Minister, stating that the *Asold* and *Grosvord* will require only five days to effect their repairs, when they are expected to leave Shanghai without unnecessary delay.

Mak Shong, a Chinese lady, 102 years of age, died of old age at No. 200, Queen's Road East, on the 19th inst. She was born in Nga Pin Village, San On District; and has resided in this colony for the last 50 years. In the last moments of her illness she was surrounded by her grandsons, and great-grandchildren. For about 16 years previous to her death the old woman was blind, and for the most part confined to bed. She retained her memory, however, and continued to relish a little samshu with meals.

TELEGRAMS.

[REUTER'S SERVICE.]

INTERNATIONAL YACHTING.

LONDON, 20th August.

The papers publish an interview with Sir Thomas Lipton implying that a fourth challenge for the America Cup will be despatched.

The Japanese Minister requests that the concession given to a Korean company to build branch lines on the Seoul-Pusan railway from Mokpo and Kunsan, be withdrawn, says the *Korea Daily News*, on the grounds of their lack of experience and capital for the carrying out of such a large project.

The *Korea Daily News* learns that Mr. Kwon Chong-hyon, Councillor of State, has proposed that the Korean Government shall obtain a loan from Japan of 10,000,000 yen for a term of 30 years, interest at 5 per cent. per annum. The money is required for the proposed establishment of a national bank and also to cover the expenses of the Imperial Household and Foreign Office.

General Fu, commanding the Ichang Military Circuit of Hupoh province, has been denounced by Viceroy Chung Chih-tung on the charge of incapability, laziness, and inability to keep proper discipline amongst his troops. The General is also said to be responsible in part for the recent murder of the Roman Catholic missionaries and converts at Shihnan, and pending the Imperial Rescript he has had his official button removed at the order of Chang Chih-tung.

In view of the question as to England's position at Wei-hai-wei in the event of Japan taking Port Arthur, it may be useful to state that the actual words of the Convention are that great Britain leases Wei-hai-wei and the adjacent waters "for so long a period as Port Arthur shall remain in the occupation of Russia." It was probably due to a rooted belief in the inevitability of the struggle now proceeding that the British Government went back on its original intention to strongly fortify Wei-hai-wei, and decided to make it a sanitarium for the fleet.

"It only needed one to be for a few moments amongst the hundreds of men who crowded the decks to be struck with the extraordinary spirit of cheerfulness and confidence that was apparent on every side, and this too, when, considering the circumstances, it would not have been strange if a feeling of depression and gloom had prevailed." The Shanghai journalist who wrote the foregoing, after a visit to the Russian cruiser *Asold*, does not seem to have thought of the possibility that these sailors realised they had much to be thankful for. The *Asold* was dressed in rainbow fashion all day on August 14th in honour of the birth of the Tsar's son.

THE CHESS CHAMPIONSHIP.

The final in the Chess Championship for the Colony has been concluded. Those who figured in it, as will be remembered, were Messrs. C. H. Falloon and J. H. Kemp. It was the best out of five games. Mr. Falloon won by 3½-1½.

THE "RIESTELINI" AFFAIR.

The Chinese naval commander at Chefoo has made a statement exonerating the Russian refugees from illegality, and saddling the blame on the Japanese. In part, he says:—

"The Chinese Admiral intended to enforce his order, but was deceived by the lying statement of the second torpedo-boat. He was also afraid that if he fired unnecessarily he might injure merchant shipping. Undoubtedly the Japanese were fully cognisant of the dismantling of the vessel, because the Admiral advised them twice early in the evening, and also advised the Japanese Consul several times about the matter. The dismantling was completed, and the guns placed in my launch at half-past 4 o'clock on the preceding afternoon. Unquestionably the Japanese have committed a grave error."

SMUGGLING ARMS FROM HONGKONG.

The British Minister wrote the other day a despatch to the Waiwupu that the British Consul at Canton had wired him that Viceroy Tsen Chun-hung having gone to Kwangsi the natives of Kwangtung are not quiet and that the local officials should be warned to suppress any disturbance before allowing any harm to be done. It is also reported, says the Peking correspondent of the *Mercure*, that arms and ammunition are supplied to the Kwangsi rioters from Hongkong and Singapore, and the local officials are warned to check the smugglers and cause their arrest and punish them if found.

NEUTRALITY OF SHANGHAI.

The Waiwupu have sent the following telegraphic instructions to the Shanghai Taotai:—

The Russian Minister says that as the Russian torpedo boat destroyer *Grosvord* entered the harbour of Shanghai he wishes to send telegraphic instructions to the local authorities to carry out the neutral obligations. Therefore the Shanghai Taotai is hereby ordered to investigate if the torpedo boat destroyer is in Shanghai and if so he shall disarm the destroyer and the crew of the destroyer shall be ordered not to join in the fighting any more and the destroyer shall be placed under China's protection. Deal with this matter without any delay.

Viceroy Wei Kwan-tao has wired the Shanghai Taotai as follows:—

"Let the Russian warships go out of the port if you can manage but if not treat them in the same way as the *Mandjour*."—*Sin Wan Pao*.

THE WAR.

[JAPANESE OFFICIAL DISPATCH.]

"NOVIK'S" FATE CONFIRMED.

TOKYO, 21st August.

The captain of the *Chitose* reports that the *Chitose* and the *Tanishima* attacked the *Norik* in Korsakoff, Saghalien, on the afternoon of the 20th and the morning of the 21st inst.

The *Norik* was heavily damaged and stranded, partly sinking.

The *Tanishima*'s coal bunker was hit, but is already repaired. There is no other damage, and not a single casualty on our side.

THE CHEFOO INCIDENT.

The Japanese Consul kindly applied us with the text of the following telegram, received by him yesterday from Baron Komura:—

Following is a statement of the attitude we take regarding the Chefoo incident.

The status of China in the present struggle is wholly unique. Nearly all military operations are being carried on within her borders, and she is no party in the present conflict. Nevertheless, her territories are partly belligerent, and partly neutral. That condition of things, in view of international law, is anomalous and contradictory. In this case, it is created of special understanding to which the belligerents have given their adhesion. With a view of limiting the area of hostilities in the interest of foreign intercourse and the general tranquillity of China, the Japanese Government have engaged to respect the neutrality of China outside of regions actually involved by the war. Provided Russia made a similar engagement and carried it out in good faith the Japanese Government considered they were precluded by engagement from occupying or making use, for warlike purposes, of any of the territory or ports of China outside the zone which made the theatre of war, because it seemed to them that any such occupation and use of neutral Chinese territory or ports by Russian forces would give effect to the proviso of the Japanese engagement, and justify her in considering the territory or ports so occupied as belligerent. In other words, the Japanese Government hold China's neutrality imperfect, and applicable only to places not occupied by the armed forces of either belligerent, and that Russia cannot escape the consequences of unsuccessful war by moving her army and navy into those portions of China which, by arrangement, are made conditionally neutral.

The *Riestelini* escaped from Port Arthur and sought, in Chefoo, an asylum from attack which her home port had ceased to afford her. In taking that step she was guilty of a breach of the neutrality of China as established by agreement between the belligerents, and Japan was fully justified in regarding the harbour of Chefoo as belligerent so far as the incident in question is concerned. With the termination of the incident the neutrality of the port is revived.

The action taken by Japan in Chefoo was a direct natural consequence of Russia's disregard for her engagement, but it is not alone in this matter nor alone in Chefoo that Russia has flagrantly violated China's neutrality and ignored her own engagement.

Shortly after the investment and isolation of Port Arthur a system of wireless telegraphy was installed between the beleaguered fortress and the Russian Consulate at Chefoo.

This system is still in operation notwithstanding the repeated protest of the Japanese government.

At Shanghai, at the beginning of the war, the Russian gunboat *Mandjour*, in defiance of China's neutrality, remained at the port weeks after receiving notice to leave from the Chinese authorities. She, finally, after long negotiations, consented to disarmament.

Again, the Russian cruiser *Asold* and the destroyer *Grosvord* have now been at Shanghai more than a week and refuse to leave or disarm. The Japanese government have no intention of disregarding the neutrality of China so long as it is respected by Russia; but they cannot consent that Russian warships, as the result of broken engagement and violated neutrality, shall, unchallenged, find in the harbours of China safe refuge from capture or destruction.

The statements of the commander of the *Riestelini* that his ship disarmed upon arrival at Chefoo is untrue. The vessel was fully armed and manned when she was visited by Lieutenant Terashima in the early morning of the 13th instant, but, in any event, disarmament would not fulfil the requirements of China's neutrality regulations, and it was for China, not Russia, to decide whether the alternative of disarmament was acceptable. It has been suggested in many quarters that the present case may be compared with the case of Florida among others, but the Japanese Government draw a clear distinction between the two events. The neutrality of Brazil was perfectly unconditional, and the port of Bahia a long distance from the seat of war; whereas the neutrality of China is imperfect and conditional and the port of Chefoo in close proximity to the zone of military operations.

Reports of Japanese and Russian officers, who took part in the Chefoo incident, agree

that the *Riestelini* was the aggressor first to commence hostilities which resulted in her capture. That fact would, the Japanese Government believe, deprive Russia of any grounds for complaint which she might possess if the lawfulness of the capture were otherwise.

In this respect, the present case resembles the cases of the American privateer *General Armstrong* and the British ship *Anne*.

The case of the *Riestelini*, though in itself of trifling moment, involves a principle of paramount importance. Experience has shown that China will take no adequate steps to enforce her neutrality laws. If in these circumstances the *Riestelini* could make Chefoo a harbour of refuge then the great ships of Russia might do the same, and nothing would prevent those ships issuing from their retreat to attack Japan. The necessity for guarding against such an eventuality is too commanding and too overwhelming to permit of the *Riestelini* case standing as a precedent.

The incident will in no way affect foreign commerce or disturb the general situation in China. It merely serves as a notice to Russia that she must keep engagements in the future.

[REUTER'S SERVICE.]

COALING RUSSIAN CRUISERS.

LONDON, 20th August.

The *Daily Mail's* correspondent at La Palmas wires that the German collier *Valencia* has left for Cape Juby, to coal a Russian cruiser.

THE BALTIC FLEET NOT COMING.

LONDON, 20th August.

It is stated in competent quarters in St. Petersburg that the Baltic squadron cannot leave for the Pacific before the 28th September; the recent departure from Libau must have been for trials. It is now even doubted whether the squadron will sail at all for the Far East.

(Shanghai Mercury.)

THE JAPANESE SQUADRON AT TSINGTAO.

TSINGTAO, 17th August.

The Japanese squadron which appeared before Tsingtau yesterday consisted of four cruisers and four torpedo-destroyers. They went in the afternoon to sea apparently in the direction of Shanghai. (This may be interpreted to mean that they were satisfied of Germany's good faith and were away to watch developments at Shanghai.)

(Universal Gazette.)

SAD DEATH OF JAPANESE BLUE-JACKET.

CHEFOO, 17th August.

Last night the corpse of a Japanese blue-jacket was found near the late anchorage of the Russian torpedo-boat destroyer *Riestelini*. A medical examination shows that death was caused by the burning of his face, and he had a lingering death, probably caused by the explosion of the powder magazine of the Russian destroyer.

THE "RIESTELINI" AFFAIR.

CHEFOO, 16th August.

The Taotai of Chefoo has consulted with the Japanese Consul at Chefoo regarding the *Riestelini* incident. Mr. Mizuno, Japanese Consul at Chefoo, answered the Taotai that the matter is in the hands of the Japanese naval authorities and that he cannot do anything in the matter.

FLIGHT FROM PORT ARTHUR EXPLAINED.

CHEFOO, 16th August.

A native junk with 200 Chinese refugees which left Yangtsewang on the 13th inst. reports as follows:—

On the night of the 6th inst. the Japanese occupied No. 10 fort at the rear of Tsouyukiao and the Russians fired at the No. 10 fort from the No. 12 fort which caused heavy loss on the side of the Japanese, and the latter retired and the Russians regained the fort No. 10 and repaired the same. If the Japanese took the No. 10 it would be very easy for them to enter Port Arthur.

On the 6th the shells of the Japanese fired from Suizyeying fell on the various buildings near the entrance of the flour mill near the foreign hotel beside the dock and 50 or 60 Russians and Chinese were killed. On the same day the shells from the Japanese about 3 miles north of Takushan fell on a Russian warship on the northern side of the Eastern Basin of the harbour and caused heavy damages. The Russian warships seeing this felt surprised, and nine warships and fourteen destroyers and torpedo-boats left the harbour. From the evening of the 10th to the morning of the 11th five warships and five destroyers, all damaged, regained the harbour. In the night the Japanese fleet watched at the sea near Laotichshan. From the 8th to the 10th there was heavy fighting, but from the 11th to the 13th there was only some cannonading heard. On the 15th when they reached Tachintao, from dawn till dusk cannonading was heard intermittently.

(China Times.)

SENSATIONAL NEWS FROM LIAOYANG.

YINGKOW, 12th August.

Most of the Russians have retired to Shilipu. 60 li north-east of Liaoyang. Their stores have been removed to Tieling. The railway station at Liaoyang has been destroyed by the Russians themselves.

(N.C. Daily News.)

THE NEXT BATTLEFIELD.

TOKYO, 18th August.
The Russians at Anshan consist of six divisions with about 100 guns. They are erecting temporary fortifications.

GERMAN NEUTRALITY.

LONDON, 18th August.
The correspondents of the Standard and Morning Post at Berlin say that it is understood that the decision to disarm and intern the Russian men-of-war at Kiaocheu for the remainder of the war is fully approved, and indeed desired, by Russia, and was first submitted to the Kaiser for ratification.

VLADIVOSTOCK SQUADRON FOUGHT WELL.

TOKYO, 18th August.
Admiral Kamimura does justice to the valour and tenacity of the Russians. The Japanese rescued even the birds on board the *Rurik*. The Admiral believes that the *Russia* and *Gromoboi* were put hors de combat, but the Japanese must prepare for desperate manoeuvres on their part after they are repaired.

ANOTHER LOAN FROM FRANCE.

LONDON, 18th August.
The correspondent of the Standard at Moscow says that Russia has arranged to obtain a new loan from France of a hundred million roubles (£10,000,000 sterling) at 5 per cent. issued at 99, repayable in 6 years. [Other messages assert that the loan is to be purely domestic.]

PORT ARTHUR.

CHEFOO, 18th August.
Arrivals from the vicinity of Port Arthur report that on the 15th inst. the Japanese occupied a fort at Tanchiashan hill, about four miles north-west of Port Arthur. The Japanese were building a fort there which, when completed, will command the whole town of Port Arthur, and render its downfall imminent. There was severe fighting from the 15th until the early morning of the 17th, and at 2 p.m. it was reopened at several positions.

TOKYO, 18th August.
Port Arthur has refused to surrender, but has asked grace for the removal of non-combatants.

CHEFOO, 16th August.
After the naval battle on the 10th, four large men-of-war returned to Port Arthur, two with three funnels and two with two funnels each. On Huchiatun, north-west of Port Arthur, the Japanese have constructed forts, the shells from which are falling into the town and harbour.

TOKYO, 16th August.
It is reported that the big oil girders at Port Arthur are ablaze. Russian refugees who have arrived at Tientsin report that the garrison at Port Arthur is living on horseflesh.

HUNGHIUTZE.

HSINMINTUN, via Tientsin, 12th August.
Three hundred Chinese, led by eight Japanese, attacked the Russians seven miles east of this yesterday, killing five. A regiment of Cossacks is pursuing them to-day.

ANOTHER RUSSIAN CRUISER GONE?

TOKYO, 17th August.
It is rumoured that the *Rossia* was sunk on her way to Vladivostok.

(Mainichi)

SWOPPING HORSES.

BERLIN, 7th August.
General Kuropatkin, Commander-in-Chief of the Russian troops in Manchuria, is likely to be recalled. The idea is that he will be appointed Minister of the Interior.

COREAN SYMPATHY.

SEOUL, 8th August.
The Korean Emperor and the Crown Prince have contributed the sum of ¥100,000 toward the relief fund for the assistance of the families of Japanese soldiers at the front. Prince Ei and Princess Gun have contributed ¥5,000 toward the same fund. The money was handed over to the Japanese Minister at Seoul yesterday.

(Ostasiatische Lloyd)

THE NAVAL FIGHTING.

Tsingtao, 13th August.
Our editor has obtained the following further particulars of the naval battle in the Gulf of Pechili on the 10th of August. Before the Russian vessels emerged from Port Arthur, several ships were sent out chained together to sweep for mines to prepare the way, and the Russian squadron then followed in single line. The flagship *Czarevitch* led with the *Retvian*, *Peresviet*, *Pollava*, *Tobieda*, and *Novik*, and those at some distance were followed by the *Serastopol*, *Diana*, *Pallada*, and *Askold*. There was a line of torpedo destroyers on both sides of the battleships and cruisers. The Russians sighted the Japanese squadron steaming in two lines. One line consisted of the *Asahi*, *Mikasa*, *Fuji*, *Shikishima*, *Nishin*, and *Kangas*, and further astern were smaller cruisers. The *Iwate* and three other ships following at some distance. The hostile fleets steamed parallel to one another about seven kilometres apart. The *Czarevitch* turned eastward and as soon as the Japanese saw this they made an attempt to head her off. The manoeuvre was thrice repeated and then both fleets opened fire at a range of about four miles. During the whole of the time the smaller Japanese vessels were strewing floating mines,

which however were easily avoided by the Russians. The firing lasted about one hour and a half, and there was then a cessation on both sides, only to be resumed a little later. At this stage the *Czarevitch* received a shot in the conning tower which damaged the steering gear and rendered the ship unmanageable. The *Retvian*, seeing the condition of the flagship, steamed straight for the Japanese ships and engaged them at a range of only eight hundred metres, using both broadside batteries, and enabled the other vessels to regain their formation. The *Retvian*, although surrounded by the Japanese, managed to break through and rejoin the others, and Admiral Uchitowski, seeing the *Czarevitch* disabled, took over the command and signalled to the fleet once again to break through to Vladivostok. The last the *Czarevitch* saw was that the *Peresviet* had lost her fighting tops and had a heavy list. The *Czarevitch* then made for the Shantung coast, lost touch with the fleet, and had the further engagement already reported.

HEAVY FIRING AT PORT ARTHUR.

CHEFOO, 16th August.
The German steamer *Deinam*, just arrived from Novochwang, reports:—
This morning heavy attacks were made on Port Arthur from both land and sea sides. Five big Japanese men-of-war took part in the attack.

SUPREME COURT.

Monday, 22nd August.
IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR T. SERCOMBE SMITH (JUDGE).

A CHINESE LITIGATION.
Chan Lai Ng, trader, 96, Connaught Road West, and Chan Po Sun, trader, 27, Des Vaux Road West, for \$100 damages for alleged libel. Mr. E. H. Sharp K.C. (instructed by Mr. Looker, of Messrs. Deacon, Looker and Deacon, solicitors), appeared for the plaintiff, and Mr. J. Hastings, solicitor, for the defendant. Mr. Sharp in opening the case read the statement of claim, which was to the effect that plaintiff formerly owned one \$500 share in the Man Fung firm, 118, Connaught Road West, in the name of I Yik Tong. Defendant falsely and maliciously published an advertisement in the Canton Times newspaper, certain words concerning plaintiff in Chinese, of which the literal translation was as follows:—
"It is notified that the Man Fung rice shop at Saiyungpan has been established since the Ki Hoi year of Kwong Sui and I Chan Po Sun and my clansman Chan Lai Ng, using the name of I Yik Tong, own a share of \$500 in the capital. In recent years the Man Fung has made a little surplus profit, and unexpectedly Chan Lai Ng cherishes an evil mind and actually treats the whole of the partnership agreement and the share and interest of the capital of the Man Fung as his own." Defendant published in a second advertisement in the same newspaper certain other words concerning plaintiff, of which the literal translation was as follows:—
"I respectfully and clearly state the matter from the beginning to the end of the swallowing up of the Man Fung rice shop by Chan Lai Ng. Lai Ng finding that the business of the Man Fung has been profitable for years continuously suddenly becomes evil-minded and desires to swallow up my, Chan Po Sun's, share. This partnership agreement of the Man Fung had all along been kept by Lai Ng himself, and therefore relying on this he swallows it up." Defendant in fact had not and never had any interest in this share in the Man Fung. The advertisements meant, and were so understood by those who read them, that plaintiff was guilty of dishonest conduct respecting the Man Fung, and that he fraudulently tried to acquire for himself the said business or the said share, and that he employed deceitful means to that end. Plaintiff had in consequence suffered much annoyance, and had been injured in his credit and reputation. He claimed \$1,000 damages.

Defendant in his statement of defence denied that plaintiff ever owned a \$500 share in the Man Fung in the name of I Yik Tong, or that the \$500 share in the business in the name of Chan I Yik Tong was owned in equal shares by the plaintiff and defendant. Defendant admitted that he published the advertisement referred to for the purpose of notifying to all persons interested that the plaintiff did not own the whole of the \$500 share and that defendant owned one-half of it; but he denied that the words were false or malicious. He did not admit that the translation was literal, and denied that they meant or were understood by those who read them to mean that plaintiff was guilty of dishonest conduct respecting the Man Fung or that he fraudulently tried to acquire for himself the business or the share therein or that he employed deceitful means to that end. The said words in their ordinary and natural meaning were true in substance and fact. The advertisement was inserted in answer to one inserted by plaintiff in the same paper on 8th April in which plaintiff stated that he was the I Yik Tong and that the share of \$500 in the business in that name had nothing to do with any other person, and that the defendant in his advertisement made a false declaration that he owned a share in the I Yik Tong, and that plaintiff did not know to whom the defendant paid the share money, and that defendant's second advertisement was privileged. Plaintiff had suffered no injury to his credit or reputation by the words of the advertisement. Evidence was led, and the case was afterwards adjourned until to-day at 10.15 a.m.

LOCAL SPORT.

RACING.

Entries, etc., for the Gymkhana Club's 3rd meeting, to be held at Happy Valley—weather permitting—on Saturday, the 27th inst. are as follows:—

ONE-AND-QUARTER MILE.

3.30 p.m.—A handicap flat race for all China ponies. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Jockeys who have never won an official race in Hongkong or China allowed 5 lbs. Entrance fee \$5. First prize: A Cup presented; second prize: \$25.

Entries:—
Mr. Bru ton's Little Momo.
Mr. Inglis' Eclipse.
Mr. G. H. Potts' Pander.
Hon. W. J. Gresson's Glenburn.
Mr. Craig's Father O'Flynn.
Capt. Ward's Royal.
Mr. D. Macdonald's Arranapogue.
Mr. W. G. Clarke's Standard.

TENT PEGGING.

3.45 p.m.—Best of three runs. Points for pace and style. Entrance fee, \$5. Two prizes presented. Entries:—Messrs. Leoker, J. Johnston, W. A. Cruickshank, W. G. Clarke, and G. K. Hall Benton.

FIVE FURLONGS.

4.30 p.m.—A flat race for all China ponies which have never won a race. Weight for inches as per scale. Unplaced ponies allowed 3 lbs. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Jockeys who have never won an official race in Hongkong or China allowed 5 lbs. Entrance fee \$5. First Prize: A Cup presented. 2nd Prize: \$25.

Entries:—
Mr. G. B. Macdonald's Go Bang, 10st. 9lbs.
Mr. Godfrey Master's Grafton, 10st. 12lbs.
Mr. Alleyman's Modesty, 10st. 12lbs.
Mr. MacIntyre's Persistence, 10st. 12lbs.
Mr. E. Howard's Rocket, 11st. 11bs.
Mr. Babbington's Rocket, 11st. 11bs.
Mr. D. Macdonald's Arranapogue, 10st. 12lbs.
Mr. W. G. Clarke's Alarm, 10st. 11bs.
Mr. Paterson's Zuffall, 11st. 11bs.

* Allowance of 5 lbs. deducted.

LADIES' NOMINATION RACE.

5 p.m.—A ball and bucket race. Competitor to gallop up the straight past his nemesis, who will throw a ball for him to catch as he gallops by, the ball (if caught) to be thrown into a bucket which will be placed further up the course. Best of three runs. Points for pace. Prize: presented by the Club. Entries:—
Mr. Looker nom. by Mrs. Gershom Stewart.
Mr. W. G. Clarke nom. by Mrs. Crawford.
Mr. J. Paterson nom. by Mrs. Goetz.
Mr. G. C. Moxon nom. by Miss Stevens.
Mr. G. K. H. Bratton nom. by Mrs. Hall Wright.
Mr. J. Johnston nom. by Miss Stevens.
Mr. Gillingham nom. by Miss Stevens.
Capt. Arthur Leslie nom. by Mrs. Pat Jones.
Mr. Craig nom. by Mrs. Parkes.

GYMKHANA CLUB CHALLENGE CUP.

5.30 p.m.—For all China Ponies. Weight for inches as per scale. Winners of an open race or open griffin race 5 lbs. extra; non-winning Subscriptions Griffin allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup. Penalties accumulative up to 15 lbs. Five to start or no race. One Mile. Fee \$5, to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. Entries:—
Mr. Inglis' Eclipse, 10st. 10lbs.
Mr. G. H. Potts' Desert King, 11st. 3lbs. +
Mr. J. Johnston's Ca Cany, 11st. 8lbs. +
Mr. G. W. Clarke's Standard, 10st. 10lbs. +
G. K. H. Bratton's Little Momo, 10st. 12lbs.
* Allowed 5 lbs. deducted. + Including 5 lbs. extra. * Including 10 lbs. extra.

HURDLE RACE.

6 p.m.—For China Ponies. Catch weights 10st. 10lbs. Ponies winners of one jump race to carry 3 lbs. extra; of two or more jump races 5 lbs. extra. Jockeys who have won an official race in Hongkong or China, penalized 2 lbs. Distance about 1 mile. Entrance fee \$5. First Prize: presented; 2nd Prize: \$25. Entries:—
Hon. W. J. Gresson's Glenburn.
Mr. Woodgate's Mascot.
Mr. Gillingham's Starling.
Mr. Babbington's Ben Wyvis.
Capt. Ward's Royal.
Mr. W. J. Paterson's Zuffall.

HONGKONG RIFLE ASSOCIATION.

The attendance on the range on Saturday was decidedly more encouraging, and several good scores were made. Twelve members took part in the competition, and spoons were won by Mr. Dumbell, Sherwood Foresters, who made his first appearance on the range and seems likely to prove a useful member, and by Messrs. P. W. and F. Penning, the former a coming shot. It seems a thousand pities that the Association are likely to lose their range in the near future, it having been absorbed by the King's Park. Rifle shooting is of primary importance to a Colony such as this, as well as a healthy recreation, and at present it is sadly in need of encouragement. The following are some of the best scores made:—

	100	200	300	400	500	600	700	800	900	1000
Mr. Dumbell, S.F.	29	32	30	10	101					
Mr. F. W. Penning	32	33	27	8	100					
Mr. F. Penning	31	34	31	3	99					
Mr. Russell	26	29	29	10	94					
Mr. Parkes	30	30	32	scr.	92					
Corp. McKewen, R.E.	32	30	32	scr.	90					
Sgt. Maj. Roberts, S.F.	26	27	26	10	89					
Mr. Forster, S.F.	28	23	28	12	89					
Mr. Watson	32	31	25	scr.	88					
Mr. J. C. Gow	27	27	30	scr.	84					

HONGKONG POLO CLUB.

The Hongkong Polo Club continues to practice, arranging scratch matches. On Saturday afternoon H.E. Sir Matthew Nathan, the Governor, joined in one game on Mr. F. H. May's brown mare *Nora*. He also rode his two chestnut ponies, lately arrived from Calcutta, and seemed very pleased with them. Up to date the players do not seem to have got into the swing of the game; perhaps, too, the horses require a little more schooling. Besides His Excellency, those who took part in the play on Saturday were Messrs. May, Johnston, Gresson, Cruickshank, Moxon, Gedde, Hastings, Major Strickland and Capt. Nugent. With regard to Saturday's play a seasoned old gentleman from India expressed the opinion that he had never seen such poor sport in this direction before, though he admitted that some of the players knew how to swing the sticks. He expressed an opinion that until the ponies were evenly matched there would never be good polo play at Hongkong. Either all Chinese ponies should be used, or all walloos and country breeds. With three or four little Chinese ponies doling about the field in their peculiar manner, colliding with the others, the game would always be a fiasco.

FEELING AT SHANGHAI.

Shanghai preserved remarkable calmness in face of the threatened eruption of a Japanese squadron, which according to some wild stories put in circulation, was to drag the *Askold* out of dock and forcibly tow her off to a *Bisectine*—or worse. There is a possibility that a Japanese cruiser may put into Woosung, as the *Atkins* did on an earlier occasion, to exercise a watch over the still armed and fast-repairing *Askold*, and incidentally to put a little stiffening into the Chinese authorities in enforcing their neutrality. China unfortunately is more easily misled by Mr. Lesser and his colleagues than the Tientsin authorities, and takes a longer time to announce her decision, but though the word is unspoken as yet, it can hardly differ in the end from that which has condemned the *Czarevitch* to lie up quietly at Tientsin till the end of the war.—*N.C. Herald*.

RUSSIAN CRUISERS IN EUROPEAN WATERS.

We shall next hear, comments the *N.C. Daily News*, of these obtrusive vessels being stationed off the mouths of the Thames and the Scheldt, and overhauling every vessel that leaves London or Antwerp for the East. The situation is becoming intolerable, and the British people are not likely to endure very long seeing their trade transferred from British to German bottoms in time of peace. Russia can hardly wish to see our alliance with Japan converted from passivity to activity, but her naval department seems to be bent on this. At the outbreak of the war, all the Great Powers, Russia included, expressed their firm desire to limit its area to Japan, Korea, and Manchuria. Russia is now carrying the war into European waters, and she will have to account for her breach of the understanding to which she was a party.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P. & O. steamer *Cherson* left Singapore for this port on the 20th August at 3 p.m., with the outward English mails, and is due here on the 25th August at about 8 a.m.
The P.M. steamer *Mogadishu*, with mails, &c., left Nagasaki for Manila on the 22nd August, will arrive there on the 25th August, due here on the 29th August.
The T.K.K. steamer *America* *Maru*, with mails, &c., leaves Yokohama for this port via Kobe, &c., on the morning of the 24th August.
The H.A.I. steamer *Nepaulia*, from Hamburg, left Singapore for this port on the 20th August, p.m., and may be expected here on the 26th August, a.m.
The O.S.S. & C.M. steamer *Tydeus* left Singapore for this port on the 19th August, and is due here on the 24th August.
The steamer *Asot* left Chingwangtao for Durban (South Africa) on the 18th August.
The C.P.R. steamer *Tartar* left Yokohama on Saturday, the 20th August, p.m., for Victoria and Vancouver.
FINE WEATHER AT SEA.
MISCELLANEOUS.
The German s.s. *Konstanz* brought 1,992 tons of rice and 120 tons of general merchandise from Wuhu and Chinkiang.
The *Kohschung*, from Bangkok, brought 1,900 tons of rice and 100 tons of timber for Messrs. Butterfield & Swire.
The *Amara* arrived from Saigon yesterday with 3,000 tons of rice and flour for Messrs. Jardine, Matheson & Co.
The *Hay Sang* arrived from Samarang yesterday with 2,600 tons of sugar.
The s.s. *Pisunuk*, from Bangkok, brought 1,400 tons of rice to Hongkong for Messrs. Butterfield & Swire.
The s.s. *Elizabeth Rickmers* brought 1,900 tons of rice up from Bangkok for Messrs. Butterfield & Swire.
On the 13th inst. off the north end of Hainan, the Norwegian s.s. *Tyr* rescued eight fishermen from a derelict junk. The *Tyr* was on a voyage to Hongkong with 3,075 tons of coal for Messrs. Shaw, Watson & Co.
The *Providence* brought 2,000 tons of rice from Bangkok for Messrs. Sander, Weller & Co.
The Norwegian s.s. *Themis* reports having passed through the centre of a typhoon on the 18th inst., 60 miles S.E. of North Saddle.
"SHAWWAT" IN A TYPHOON.
The Boston s.s. *Shawmut*, arrived from Tacoma yesterday. After leaving Shanghai she ran into a typhoon, which lasted over 12 hours. The *Shawmut* was to have left for Manila yesterday, but as a boiler needed attention the departure has been postponed; the vessel goes over to the 1 o'clock to-day.
The new steamer *Shanghai*, built at Kowloon Shipyard for Messrs. Butterfield & Swire & Co.'s lower Yangtze trade, is completed.
Mr. W. S. Bailey returned from Amoy yesterday with the s.s. *Sharda*. Her circulation pumps were recently disabled, and Mr. Bailey went to see after the repairs, which were carried out by the Amoy Dock Company.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

POLICE COURT.

Monday, 22nd August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

THE TRAM.

The Hongkong Electric Tram Co. charged three Chinese with travelling on old tickets. The men were each fined \$10 or one month's imprisonment.

Two Macao Portuguese boys, children of about 12 or 14, were charged with refusing to pay 1st-class fare on a tram; Europeans and foreigners—all except natives of China, in fact—had always to pay 1st-class fare.

A ricksha coolie was charged with putting three stones in the tram rail, at Des Vaux Road West. He was fined \$50 or two months' imprisonment.

LOTTERY TICKETS.

A man was charged with selling Luk Wei Lottery tickets. Mr. M. J. D. Stephens, solicitor, appeared for the defence. The case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

Seven men, of the launch *Kong Soo*, were charged on remand with perjury. Mr. M. W. Shale, barrister, instructed by Mr. E. J. Grist, solicitor, appeared for the defence. The case was remanded.

MARINE COURT.

Monday, 22nd August.

BEFORE HON. CAPT. L. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

REFUSING DUTY.

Twenty-one West Indian negroes were charged by Mr. P. Wilcox (master of the British s.s. *Hannover*) with refusing duty, and detaining his ship some two days in consequence. The ship touched here simply for bunker coal and orders. Complainant said that defendants refused to proceed to Yokohama in the vessel. The reason they gave was that their agreement mentioned that they were to be paid off at Hongkong; but the stipulation, really, was that they were to be paid off in the Far East.
The Harbour Master, to defendants: I give you the opportunity of saving yourselves some punishment if you go back to the ship. You will, however, have to forfeit six days' pay for each day that you refused duty. I have to go by the articles, and in any case, would not permit you to be thrown on the Colony. Cries of "No, no, no."
The Harbour Master: You are evidently afraid of going to Japan on account of the war. The vessel is not carrying contraband, so there is nothing to be afraid of.
A Voice: I would face the Russian fleet any day, but I was told that we were to be paid off at Hongkong. China, I would be hung, or sent to England, or brought before the Admiral of the Navy; but I would not proceed to Japan as I was told otherwise.

horus: Yes, yes, yes.
The Harbour Master: Well, you have had your chance and now will have to forfeit 12 days' pay and go to prison for two months.
The Captain: Will any of you come in the ship?
A Voice: I would not go another foot with you, cap'n. When I go to England I will put the case into Wilson's hands. I will.
The Captain: I did not press the charge.
A Voice: There will be a charge pressed against you.

ARRIVAL OF THE "HUMBER."

H.M.S. *Humber*, storeship, Lieut.-Commander P. M. Ridd, arrived from Weihaiwei yesterday. She left port on the 14th inst. She brought down four Russian officers and 61 Russian non-commissioned officers and men rescued from the torpedo-boat destroyer *Brat*. The Russian officers and men were transhipped to the *Tamara*, receiving ship, where they will remain till advised as received by the Commander as to what the British Government intend to do with them. Some anxiety was caused by the *Humber* being over-due, and the *Sivius*, 2nd-class cruiser, was about to leave in search of her when she was signalled. The *Brat* went ashore between Shantung promontory and Yungching Bay, and was blown up. The crew then came to Weihaiwei. Her commander came to Weihaiwei by sampan and asked the British fleet for succour, and the British Admiral sent a small vessel which brought the four officers and 61 non-commissioned officers and men to Weihaiwei. The *Humber* leaves for the north on Saturday.

PRINCE PU LUN.

H.H. Pu Lun, the Chinese prince who recently passed through Hongkong, was entertained to dinner by the Shanghai Municipal Council. While in the northern port he was waited upon by the Consul-General and Vice-Consuls for Great Britain, the United States, France, Germany, Russia, Italy, Austro-Hungary, Netherlands, Spain, Portugal and Belgium. Mr. Odagiri, the Japanese Consul-General, and his interpreter, called upon the Prince, and had an interview occupying nearly two hours. During his rare excursions abroad, the prince was escorted by six Sikh lancers, commanded by a European police sergeant. The prince was to have left for Tientsin on the 21st.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 22nd at 11.05 a.m. The barometer has fallen in Formosa and in the neighbourhood of the Formosa Channel and risen very slightly elsewhere.
The depression referred to yesterday is caused by a typhoon at present situated near the eastern end of the Balintacan Channel and moving towards the W.N.W.
Fresh to strong N.E. winds may be expected in the Formosa Channel and moderate W. to N.W. winds in the northern part of the China Sea.
Forecast.—Moderate E. to N.E. winds, fine.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Lee Hoe Street, Tel. 374.
F. F. DANENBERG, General Manager.
Hong Kong, 11th May, 1904. [122]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be accompanied by the full name and address of the advertiser, and should be sent in duplicate. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: Press: Cates: A.B.C., 6th Ed. 1000.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50
Black and White ... \$14.50
Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,
Wine Merchants and General Storekeepers,
6, Queen's Road.
Hongkong, 22nd August, 1904. [2054]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June 1904, at the rate of One Pound and Ten Shillings Sterling per Share of \$125, is payable on and after MONDAY, the 22nd day of August, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [2055]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and Bonus of 4% per Share for the six months ending 30th June 1904, declared at Monday's Ordinary Half-yearly Meeting, will be Payable at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Quay.

By Order of the Board of Directors,
TH. S. I. ROSE,
Secretary.

Hongkong, 23rd August, 1904. [2056]

NOTICE TO MARINERS.
No. 205 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Kiutau Lightship to be replaced by a Gas-lighted Lightship.

NOTICE IS HEREBY GIVEN that about the beginning of October next, the present Kiutau Lightship will be replaced by a Gas-lighted Lightship.

The new Lightship will be of steel, 70 feet long and 21 feet beam, painted red with the word "Kiutau" on her sides in white letters.

The light will be exhibited from a lantern carried by an iron column and will be Electric, Group Occulting, of the Fourth Order, showing a fixed white light varied by two eclipses every 20 seconds as follows—

Light ... 12 seconds,
Eclipse ... 2 "
Light ... 4 "
Eclipse ... 2 "
and so on.

The centre of the Light will be 30 feet above the water, and the Light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a 10-watt fog bell will be struck 3 double blows in each minute, the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows 15 seconds.

If the Lightship be driven from her proper station, the usual light will not be shown, but a fixed red light will be exhibited at each end of the vessel during the night and a red flag hoisted by day.

From the 1st of September, until this change is made the fogsignal on the present Kiutau Lightship will consist of a Gong sounded every 15 seconds.

H. G. MYHRE,
Acting Deputy Coast Inspector,
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 15th August, 1904. [2057]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"

FROM SEATTLE, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.
Hongkong, 22nd August, 1904. [17]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, of the 24th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,**
Agents.

Hongkong, 22nd August, 1904. [2058]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of THE CONCERNED), **TO-MORROW (WEDNESDAY),** the 24th August, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),

200 Cases GIN, 78 Cases GERMAN BEER, 11 Cases FRANKFORT SAUSAGES, 1 Case LIVER PLE, 13 Boxes HAVANA CIGARETTES, 12 Cases SALT, and 7 Cases SHIP'S CHANDLERY.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd August, 1904. [2058]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDERPHIA, Esq., to Sell by Public Auction,

on **FRIDAY,** the 26th August, 1904, at 2.30 P.M., within his residence, No. 3, LYEMOON VILLAS, Kowloon,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—
DOUBLE IRON BEDSTEPS with WIRE and RATTAN MATTRESSES, MARBLED TOP WASHSTANDS, TEAK WOOD WARDROBES with BEVELLED GLASS, TEAK WOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO-COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with GLASS, DINNER WAGON, DINNERSERVICE, LASSWARE, MARBLED TOP BLACKWOOD FLOWER STANDS, PICTURE, COOKING STOVE and UTENSILS, &c.;

2 COTTAGE PIANOS, one by Dunno, Ellis & Hill, London, and the other by Jul. Bernh. Schroeder, Magdeburg (both in good order and condition);

And
A Quantity of PALMS IN POTS.
Catalogues will be issued.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd August, 1904. [2059]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. Persia.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., To-day, the 22nd inst.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representative, at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 22nd August, 1904. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 25th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 22nd August, 1904. [2061]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles—

Pin-Pricks.

British Politics.

Passive Resistance.

Hongkong Afforestation.

Coroners and Jurists at Hongkong.

After the Naval Fights.

Canton River Obstructions.

Hongkong Jo-tings.

Canton.

Hongkong General Chamber of Commerce, Supreme Court.

Hongkong, Canton and Macao S.S. Co., Ltd.

Panjoon Mining Co., Ltd.

The War.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

WANTED TO Purchase or Hire, a **STEAM LAUNCH** complete, about 45 feet long. In case of hire it would be required for 6 days a week, and rate must include for crew and all necessary stores.

Reply stating full particulars to Officer in Charge of Works, H. M. Naval Yard, Hongkong, 23rd August, 1904. [2062]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI MOJI AND KOBE.

THE Steamship

"EASTERN,"

Captain W. G. McArthur, will be despatched as above TO-MORROW, the 24th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to **GIBB, LIVINGSTON & CO.,**
Agents.

Hongkong, 23rd August, 1904. [2063]

INTIMATIONS

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held at **ATLANTIC HEADQUARTERS** on **SATURDAY, August 27th, at 9 P.M.**

Tickets \$2 and \$1 may be obtained from Messrs. Kelly & Walsh or Volunteer Headquarters.

If wet, the Concert will take place at the Theatre, City Hall.

Hongkong, 22nd August, 1904. [2047]

MUSICAL NOTICE.

HERRLUDWIGSCHLIEBNER

(MUSICAL DIRECTOR).

late Conductor Lyric Orchestra, Competition Choir, &c., Ballarat, Australia.

is prepared to Receive Pupils for **PIANO, SINGING (Voice Production) and HARMONY.**

Candidates are invited for all musical examinations in the above subjects, including those examinations to obtain the higher degrees of the Associated Board, Royal College and Royal Academy of Music, London.

For further particulars as to terms, &c., &c., apply—

THE ROBINSON PIANO CO., LD.,
Hongkong.

Hongkong, 13th August, 1904. [1972]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO on every SUNDAY, leaving the Company's Wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M. In Macao the steamer berths at the Perseverance Wharf.

FARE:—
1st Class, Single Ticket... \$2 with Cabin \$3.00
Return Ticket... \$3 with Cabin \$5.00
Tiffin and Dinner may be had on board at \$1 each meal.

YUK ON & CO., LD.,
Hongkong, 3rd August, 1904. [1897]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN,

37, DES VOEUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [164]

SIENTING.

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

DAVID CORSE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.,
Sole Agents.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.,
Hongkong, 3rd October, 1904.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"CAINEWOOD,"

27, GAIN ROAD.

Hongkong, 19th March, 1904. [78]

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—**MANAGERESS,**
Macdonnell Road

or
FAIRALL & CO., Queen's Road.

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892.

PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the **CO-OPAR'S HOTEL**, on **SATURDAY, the 27th August, 1904,** at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 21st to the 27th AUGUST, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [2063]

CHINA SUGAR REFINING CO. LD.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 31st June, 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 29th AUGUST, will be issued to Shareholders on application.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from 19th to the 25th inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 20th August, 1904. [1953]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, 20, DES VOEUX STREET, VICTORIA, HONGKONG, on WEDNESDAY, the 31st day of AUGUST, 1904, at 12.15 o'clock in the afternoon, when the following resolutions will be proposed.

Should the said resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 100,000 new Shares of \$50 each.

2. That, subject to the approval of the Shareholders, \$300 per Share be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,
EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

THE SHARE CERTIFICATES Nos. 1207, 1711, and 1712 for 100, 75, and 25 Shares respectively, numbered from 2324 to 2442, 18542 to 18591, 8641 to 8655, and 44701 to 44815 inclusive, and standing in the Register in the name of H. W. WALKER of Tientsin, having been LOST, Notice is hereby given that unless the said Certificates are produced at the Office of the Company at Alexandra Buildings, Des Voeux Road, Hongkong, before August 31st, 1904, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

A. S. WATSON & CO., LIMITED,
(Sd.) JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 10th August, 1904. [1962]

A. S. WATSON & CO., LIMITED.

NOTICE.

THE SHARE CERTIFICATES Nos. 1231 and 1232 for 25 and 55 Shares respectively, numbered from 55332 to 55355 and 371 to 425 inclusive, and standing in the Register in the name of Mrs. L. H. HEARSON of Tientsin, having been LOST, Notice is hereby given that unless the said Certificates are produced at the Office of the Company at Alexandra Buildings, Des Voeux Road, Hongkong, before August 31st, 1904, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

A. S. WATSON & CO., LIMITED,
(Sd.) JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 10th August, 1904. [1963]

A. S. WATSON & CO., LIMITED.

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A. S. WATSON & CO., LIMITED,
(Sd.) JOHN D. HUMPHREYS &

INTIMATIONS

Patti's Opinion
of the

APOLLO

Piano Player

"Its playing every individual note of the Piano makes it, without doubt, the most wonderful and perfect Piano Player."

A Piano has a range of 85 notes—so has the Apollo. Other players leave one-third of the Piano useless.

THE ROBINSON
PIANO CO., Ltd.

Hongkong, Singapore, Shanghai,

For Hire

FROM

\$30 PER MONTH

For Sale

FROM

\$365.

WE HAVE A LIBRARY OF

10,000

PIECES

FOR THE APOLLO

Hongkong, 16th August, 1904. [1409]

C. LAZARUS & CO.

60 & 61, BENTINCK STREET.

CALCUTTA.

Telegraphic Address: "MAHOGANY."

CALCUTTA.

A.B.C. Code, 5th Edition, used.

THE STANDARD
INDIAN BILLIARD TABLE

made throughout in Calcutta of thoroughly seasoned solid wood and fitted with extra low cushions. Guaranteed to stand the TROPICAL CLIMATE.

Price, complete, with accessories for Billiards 12s. 1/6, packed.

C. L. & Co. take all RISKS against BREAKAGE.

Latest PRICE LIST can be had from "HONGKONG DAILY PRESS" Office.

[3119-3]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TUGBOAT CO'S, OCEAN S.S. CO., and CHINA MUPUL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [1209]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-MORROW (WEDNESDAY), the 24th AUGUST, 1904, at 3 p.m., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), The British Screw Steamer "ROCHING."

Built in London in 1879, Length over all 175 feet, Breadth 26 feet, Depth 14 feet, Gross Tonnage 500, H.P. nominal 200, Cylinder 23 in. by 43 in., Stroke 22 in., Revolution of Engines per minute 80, Working Pressure 60 lbs., 3 Donkey Engines and One Winch. She has a Government Licence to carry 400 Passengers.

Terms:—As usual.

For Further Particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1904. [1916]

INTIMATIONS

A SANE STOMACH.

ITS IMPORTANCE TO THE BRAIN.

Some time ago a discussion was carried on in one of the leading London papers as to whether we eat too much, and one writer made the forceful remark that "A sane mind is more dependent on a sane stomach than may seem at first sight."

There is so much truth in the remark that one feels compelled to pause for a moment and consider the assertion.

The writer did not mean that injudicious or over-eating caused insanity, but he undoubtedly meant that when we put food into the stomach that did not agree with it, there were produced those disorders such as Indigestion, Constipation, Headaches, and kindred ailments, which affect the brain and cause irritability, nervousness and inability to concentrate the mind upon a business or social problem long enough to properly solve the vexed question.

A sane stomach means all the machinery of the human system working with that clock-like precision of a mechanical engine. That means perfect health.

The best regulator for the stomach is Abbey's Effervescent Salt. It makes an insane stomach sane, it makes a disordered stomach healthy, it drives away those diseases caused by the irregularity of the action of the stomach; and all this means a clear brain to grapple with life's problem, a bright eye, an elastic step, and reserved energy for an emergency.

Without question, Abbey's Salt is the remedy to use. Its superiority to other salines is like that of the present express train over the travelling coach of a century ago; it is the only up-to-date, 20th century saline in existence. If you try a bottle you will demonstrate to your own satisfaction the truth of this assertion.

Remember, Abbey's Salt will make the stomach sane, the bowels regular, and the blood pure. As a pleasant, cooling, invigorating drink it is unsurpassed. When in need be sure to buy Abbey's Salt.

Sold in two sizes by all Chemists or Stores, and by WATKINS, LTD., and A. S. WATSON & CO., LTD., Hongkong. [1440-7]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS, Hongkong, 31st July, 1903. [1898]

MAIL TABLES

FOR

1904.

Mounted on Card ... 3 cents
Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong 5th March, 1904

INSURANCES

NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application. TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903, 216,895,650.

I. AUTHORIZED CAPITAL... £3,000,000.
SUBSCRIBED CAPITAL... 2,750,000.
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 3,959,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 28th April, 1904. [1121]

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIR & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [2]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Co., Ltd., was held yesterday at noon in the office of the Company, Queen's Buildings, Hon. Sir Paul Chater presided, and there were also present Mr. N. A. Siebs, Hon. W. J. Gresson, Messrs. E. Gietz, A. Haupt, H. P. White, E. S. Wheeler, J. S. Van Buren, E. W. Tilden (director), W. B. Dixon (chief manager), T. J. Rose (secretary), A. V. Apcar, O. E. Arculli, G. M. Liu, H. F. Carmichael, J. A. Ching, Chou Shi K. Chai Sin Nam, W. A. C. Cruickshank, H. M. S. H. Email, Feng Tsz Chit, David Haskell, Ho Fook, Ho Kom Tong, Ho Shi Wing, Ho Tung, J. W. Jameson, J. J. Leira, Lo Cheung Ip, Lo Cheung Shin, Donald Macdonald, J. R. Michael, M. H. Michael, S. H. Michael, S. J. Michael, R. Mitchell, A. G. Morris, Ng Tat Heung, W. Parlane, P. A. Ching, G. H. Potts, Pun Chao Ting, H. Schulart, T. Skinner, Percy Smith, J. W. R. Taylor, C. H. Thompson, R. C. Wilcox, E. C. Wilks, Wong Man Hon, Wong Wing Tong, A. G. Wood, Yin Ka, and Capt. J. Young.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said:—Gentlemen.—As the report and statement of accounts have been in your hands for some time, I will, with your permission, following an usual custom, take them as read. The net profit for the half-year ended 30th June, 1904, amounted to \$531,446.38, to which must be added the sum of \$425,340.69 brought forward from last account, and after deducting directors' and auditors' fees, there remains for appropriation \$954,687.07 as compared with \$817,340.04 for the previous half-year. The increase, however, in earnings is more apparent than real, for I must not forget to mention that it includes the profit on the sale of the steam-tug *Prince*, some thirty thousand dollars on the book value. But though the actual earnings have been somewhat less, they have, I consider, been very satisfactory considering the circumstances. I allude to the falling-off in the tonnage docked owing to the Russo-Japanese war. There was a slight increase in the first three months compared with the same period in 1903, but in the latter three months the half-year there was a decline of some 30,000 tons, a decline we must expect to continue more or less, I fear, so long as the war lasts. Out of the sum available for appropriation the Board propose, with your concurrence, to pay a dividend of 12 per cent. and a bonus of 4 per cent. on capital, absorbing altogether \$400,000; to write \$35,337.85 from the value of the Kowloon Docks, \$1,890.00 from that of the Cosmopolitan Docks, and \$10,739 from floating plant, and to carry forward the balance of \$565,471.73 to new account. The directors trust these proposals will meet with the approval of the shareholders. Turning to capital account, it will be remarked that during the period under review the value of material on hand has increased some \$220,000. This, I may explain, is accounted for by the bulk of the material for the new Yangtze river steamer and the surveying vessel for the Philippine Government in course of construction being included in the stock. The contract made with the Admiralty in December last for a thorough refit of H.M.S. *Gloria* was successfully completed within the contract time, to the satisfaction of Naval authorities. The reconstruction of the old machine shop and its adaptation for a central power station is now complete, and the engines there installed drive all the machines and cranes in the engine works, while the No. 1 Dock is lighted from the same source, and this electric light is now being used to facilitate the repairs to H.M.S. *Leviathan*. Further considerable extensions of power and lighting are proceeding. This installation has been successfully effected without any stoppage of business, and it is confidently expected that as the electric drive is further extended economies in coal and water and wear and tear will become more and more apparent. With regard to shipbuilding, the provision of improvements in the handling and transport of materials is under consideration, and in the near future the erection of a permanent shed or sheds in lieu of the inflammable and short-lived match sheds hitherto in use will no doubt follow. As already mentioned, the steam-tug *Fame* has been disposed of at a price showing a good profit. It has since been decided to replace her by a smaller vessel with modern machinery to work with the *Robert Cooke*, as an increasing number of vessels require to be towed by two tugs, apart from which fact she can always be usefully employed. The drifter *Canton* *Star* continues to find employment from time to time, as the accounts will show. A block of oilhouses, abreast of the power house and boiler shop which had long been desired for extensions has recently been purchased, and their removal will secure an area of some 30,000 feet of land for such extensions of the works as may from time to time be considered desirable. I am glad to say that the prospects for the present half-year are, under the circumstances (the interruption to trade

caused by the war) as satisfactory as can reasonably be expected. I think, gentlemen, there is nothing more that calls for special reference, but I shall be pleased, before proposing the adoption of the report and accounts, to answer any questions any shareholder present may wish to put.

There were no questions.

The CHAIRMAN accordingly moved the adoption of the report and accounts.

Mr. R. C. WILCOX said:—Mr. Chairman and gentlemen.—I think the shareholders have good reason to be satisfied both with the report presented and with the return on capital proposed. The dividend and bonus constitute a very fine rate of interest, and speaking personally I must confess I consider it larger than should be paid, having regard to the ups and downs attending an undertaking of this nature. I submit that it would have been more prudent to content ourselves with a bonus of 2 per cent. rather than the 4 per cent. proposed, and to carry a larger sum forward in a liquid state. I notice that the sum of \$45,491.69 was paid for interest last half-year, from which I infer that our debit balance at the Bank is habitually large, and it will, presumably, be augmented by another four lakhs upon payment of this dividend and bonus. I do not think, in view of the impending opposition and the approaching completion of the Naval Dockyard extension, that it is wise to pay such large dividends. I am of course well aware that the Dock Company is in a very strong position, that its property is written down to a very low value, might almost say preposterously low—figure, but none the less we should refrain from exacting the last cent of profit. I am not criticising the action of the Board, for I am aware that the large bonus recommended was due to the expressed wish of many shareholders, but I want, here and now, to utter a warning note on this policy. I have seen some startling fluctuations in the stock of this Company, which ought to be almost as steady as Time, to be, in fact, what it was once mistakenly dubbed the Consols of Hongkong. What all industrial concerns need is either an equalisation of dividends fund, or a large cash balance on which they can draw in a bad or disastrous year. I would like to see the shareholders exercise a little self-denial for a few years, and go to work to steadily build up such a fund. It would infallibly strengthen the position of the Company and inspire confidence in the minds of investors. But I must not tire out your patience with mere advice. I congratulate the Board on the excellent report placed before us to-day, especially when we consider that these gratifying results have been achieved in a period of commercial depression and in the midst of war's alarms. I congratulate the shareholders on the care, attention and detail given by the Chairman and Board of Directors to the conduct of their affairs. With these few remarks I beg to second the adoption of the report and statement of accounts.

The motion was adopted unanimously.

The CHAIRMAN said that there was no other business before the meeting, and he thanked the shareholders for their attendance.

Dividend warrants will be ready to-day (Tuesday) at 10 a.m.

BEFORE GOING TO BED

USE

CALVERT'S

CARBOLIC

Tooth Powder

This unique antiseptic dentifrice is well-known by its pink colour, pleasant taste, fragrant odour, and thorough efficiency.

F. C. CALVERT & Co., Manchester, Eng.

[68-3]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I., A.B.C., Electric and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 89 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide 264 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks ... 350 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide 22 "
PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1703

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 cubic feet of Ice Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods. WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [75]

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



LOTUS,
Large Size \$5.00 per 100
Gold Tippee Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.60 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

JAPAN



COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, JIMB STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodadi, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujitama, Mamada, Munoura, Onoura Otsuji, Sasahara Tsubakuro, Yoshinotani, Yoshio, Yumehara, and other Coals.

S. MINAMI, Manager, Hongkong.

THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

\$25 per Quarter.

No CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for line a more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES:

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,
TELEPHONES,
Wires, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL

INSTALLATIONS.

Estimates given for all kinds of Electrical work

Address:—No. 2, ICE HOUSE ROAD.

W. STUART HARRISON, A.M.I.C.E.,

Manager.

Hongkong, 16th April, 1904. [24]

VISITORS TO CANTON

Should purchase FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (S.S. "HANKOW")

With Illustrations, Maps and Plans.

Price \$1.90

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH.

Messrs. W. BEEWEB & CO.

Caution: Messrs. A. S. WATSON & Co

Hongkong, 4th October, 1903.

THE PROVINCE OF SHANTUNG

ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash, Messrs. Kelly & Walsh

or Daily Press Office

Hongkong, 31st January, 1900

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHIEF CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEK, Fire Cracker Factory

Hongkong, 1st June, 1904. [1387]

CARBOLINEUM-AVENARIUS

FOR PREVENTING CHINCHES IN

TIME OF 45 LBS. AT \$8.10

SHIPPING.

ARRIVALS.
AMAKA, British ship, 1,566, C. J. Matlock, 22nd August, Saigon 18th August, Rice and Flour.—Jardine, Matheson & Co.
ARL DIEDERICHSEN, German ship, 774, H. Schlicker, 22nd August, Haiphong 18th August, General.—Jardine, Matheson & Co.
EASTERN, British ship, 2,272, W. G. McArthur, 22nd August, Australia 30th July, General.—Gibb, Livingston & Co.
GORMOSA, British ship, 2,015, R. W. Snow, 22nd August, London 9th July, General.—P. & O. S. N. Co.
HOUKANG, British ship, 1,359, Jas. M. Hay, 22nd August, Java 15th August, Sugar.—Jardine, Matheson & Co.
LIMBER, British ship, 1,640, P. M. Lindore, 22nd August, Weihaiwei 12th August.
WANGLE, Chinese ship, 1,474, R. Lincoln, 22nd August, Shanghai 19th August, General.—Schneider.
LIGHTNING, British ship, 2,122, J. G. Spence, 22nd August, Calcutta 6th August and Straits 17th, General.—David Sassoon & Co. Ltd.
SOUTHER CASTLE, British ship, 2,961, Light-holler, 21st August, Amoy 20th August, General.—Dodwell & Co.
GONGSANG, British ship, 1,092, G. S. Weigall, 22nd August, Manila 19th August, General.—Jardine, Matheson & Co.
PUNDA, British ship, 2,126, R. F. Thomson, 22nd August, Rangoon, Calcutta 20th July and Singapore 17th August, General.—Jardine, Matheson & Co.
QUEEN ELIZABETH, British ship, 1,700, C. E. Fulton, 22nd August, New York 19th April, Kowloon Oil.—Standard Oil Co.
SHAMWUT, American ship, 9,606, Smith, 22nd August, Tacoma 18th July, General.—Dodwell & Co.
TOURANE, French ship, 3,201, K. Girard, 21st August, Yokohama 12th August, Mails and General.—Messageries Maritimes.
TROTOS, German ship, 1,013, H. Kraft, 22nd August, Swatow 21st August, General.—Osaka Shosen Kaisha.
ZAPHO, British ship, 1,611, R. Rodger, 22nd August, Manila 20th August, General.—Shewan, Tomes & Co.

CLEARANCES.
At the Harbour Master's Office, 22nd August.
Anglo-Australian, British ship, for Calcutta Haiphong, British ship, for Amoy.
Kwangkee, Chinese ship, for Canton.
Southern Castle, British ship, for Manila.
Mathilde, German ship, for Tourane.
Rangoon, British ship, for Yokohama.
Hougang, British ship, for Canton.
DEPARTURES.
22nd August.
KARIN, Swedish ship, for Chiofo.
KOWLOON, German ship, for Canton.
KWONGSANG, British ship, for Shanghai.
NAMSANG, British ship, for Calcutta.
TAIEU, German ship, for Kobe.
YUK, Norwegian ship, for Canton.
VESSELS IN DOCK.
22nd August.
ABERDEEN DOCKS.—Chunghua.
FOW JOE DOCKS.—U. S. S. Pathfinder, Shanghai, H.M.S. Levenham, Lethian, Chung-sha, Derawang, Tsinlan.
COSMOPOLITAN DOCK.—Shantung, Kansu.

VESSELS ON THE BERTH
REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.
PROPOSED SAILINGS FROM HONGKONG, 1904.
"LOWTHER CASTLE" ... 22nd Aug.
"ATHOLL" ... 30th Sept.
For Freight and further information, apply to DODWELL & CO., LTD., Agents.
Hongkong, 9th August, 1904. 1877

ALTERATION.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"HAIMUN."
Captain Crowe, will be despatched for the above ports TO-DAY, the 23rd inst., at NOON.
For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.
Hongkong 22nd August, 1904. 2044
BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"PUNDUA."
will be despatched as above on THURSDAY, the 25th inst.
For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.
Hongkong, 19th August, 1904. 2018
NATAL LINE OF STEAMERS.
THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDO CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong 9th August, 1897.

NOT RESPONSIBLE FOR DEBTS
NEITHER the CAPTAIN, the AGENTS, nor the OWNSERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
ECLIPSE, British 4-m. barque, J. McBrayde—Standard Oil Co.
QUEEN ELIZABETH, British ship, C. F. Fulton—Standard Oil Co.
INKUM, British ship, Pearce—Arnold, Karberg & Co.
LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.
KENTMERE, British Ship, T. E. Burch—Standard Oil Co.
E. B. BURTON, American barque, Johnson—Order.
EVIE J. RAY, American barque, Kastin—Sander, Wieler & Co.
SOKORO, British 4-m. barque, Wm. Bourke—Standard Oil Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	COROMANDEL.	Brit. str.	G. M. Montford	P. & O. S. N. Co.	27th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	S. Barcham	BUTTERFIELD & SWIRE	30th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	S. Barcham	P. & O. S. N. Co.	About 2nd Sept.
LONDON & ANTWERP	BENVOLICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th Sept.
LONDON, AM-TERDAM & ANTWERP	GLAUCUS	Brit. str.	Thomson	BUTTERFIELD & SWIRE	13th Sept.
MADEIRA, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Girard	MESSAGERIES MARITIMES	27th Sept.
MARSEILLE, &c. VIA PORTS OF CALL.	TOURANE	Frans. str.	Girard	MESSAGERIES MARITIMES	To-day, at 1 P.M.
BREMEN, &c. VIA PORTS OF CALL.	GNEISENAU	Ger. str.	H. Blecker	MELCHERS & CO.	14th Sept., Noon.
HAYRE & HAMBURG	SPEZIA	Ger. str.	Mittelfalt	HAMBURG-AMERIKA LINIE	30th inst.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	11th Sept.
HAYRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th Sept.
HAYRE & HAMBURG	SUEVIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd Oct.
HAYRE & HAMBURG	BRISGAVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	18th Oct.
HAYRE & HAMBURG	LOTHIAN	Brit. str.	Schulke	SHEWAN, TOMES & CO.	1st Nov.
HAYRE, LONDON & ANTWERP	NIPPON	Brit. str.	J. C. Cunliffe	GIBB, LIVINGSTON & CO.	7th Sept.
DURBAN, NATAL	LOTHIAN	Brit. str.	J. C. Cunliffe	GIBB, LIVINGSTON & CO.	About 5th Sept.
TRIESTE, &c. VIA SINGAPORE, &c.	IDOMENEUS	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	31st inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	L. CASTLE	Brit. str.	J. White	BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK, VIA PORTS & SUEZ CANAL	EPSON	Brit. str.	J. White	SHEWAN, TOMES & CO.	3rd Sept.
NEW YORK VIA SUEZ CANAL	HUDSON	Brit. str.	J. White	STANDARD OIL CO.	About 15th Sept.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	W. M. Smith	CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	W. M. Smith	CANADIAN PACIFIC R. CO.	12th Oct.
VICTORIA (B.C.) & SEATTLE VIA N. PAC. &c.	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	31st inst.
PORTLAND, OREGON	TELEMACHUS	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	7th Sept.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Bahle	PORTLAND & ASIATIC CO.	25th inst.
YOKOHAMA, VIA SHANGHAI & KOB.	EASTERN	Brit. str.	Moore	BUTTERFIELD & SWIRE	13th Sept.
YOKOHAMA, MOI & KOB.	FORMOSA	Brit. str.	Philis	GIBB, LIVINGSTON & CO.	17th Sept., Noon.
SHANGHAI, KOB. & YOKOHAMA	EASTERN	Brit. str.	W. G. McArthur	P. & O. S. N. Co.	To-day, at 5 P.M.
SHANGHAI	E. SIMONS	Frans. str.	Bourdon	GIBB, LIVINGSTON & CO.	To-morrow, Noon.
SHANGHAI	CHUSAN	Brit. str.	A. Thompson	MESSAGERIES MARITIMES	About 24th inst.
SHANGHAI	WOONUNG	Brit. str.	A. Thompson	BUTTERFIELD & SWIRE	29th inst.
AMOY, STRAITS & RANGOON	PUNDA	Brit. str.	A. Hansen	JARDINE, MATHESON & CO.	25th inst.
AMOY, STRAITS & RANGOON	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	31st inst., 10 A.M.
AMOY, STRAITS & RANGOON	FRITHJOE	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	25th inst., 10 A.M.
TAMSU, VIA SWATOW & AMOY	M. STURVE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	4th Sept., 10 A.M.
TAMSU, VIA SWATOW & AMOY	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
ANPING, VIA SWATOW & AMOY	KARSEN	Brit. str.	Crowe	DOUGLAS LARPAIK & CO.	To-day, at Noon.
SWATOW	SHAWMUT	Brit. str.	Baddley	BUTTERFIELD & SWIRE	26th inst.
SWATOW, WEIHAIWEI, CHEFOO & T. T. H.	TAMING	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	Quick despatch.
MANILA	LOONGSA YU	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	To-day.
MANILA	ZAFIRO	Brit. str.	R. Rodger	JARDINE, MATHESON & CO.	26th inst., 4 P.M.
MANILA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	27th inst., 10 A.M.
MANILA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	10th Sept., 10 A.M.
SANDAKAN	MAUSANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	To-morrow, D'light.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904, at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
This steamer connects at COLOMBO with the Australia line s.s. "Armand Behic," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 22nd August. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 10th August, 1904. 12

HONGKONG-CANTON LINE.
THE British steamship
"YING KING."
Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd Class ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LTD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. 17

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class including cabin and service \$3. Return Ticket \$5.
On Excursion Sundays 1st, 2nd, & 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including 1st and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.
MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

STEAM TO CANTON.
REDUCED FARES.
THE Commodious Steel Twin Screw Steamer "TAI ON,"
Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.
FARES—
Saloon ... \$2.00
Chinese Saloon ... \$1.00
2nd Class ... 0.60
3rd Class ... 0.20
This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.
YUK ON S.S. CO.,
309, Des Voeux Road Central.
Hongkong, 9th July, 1904. 1874

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LORDOX, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA (ex BAMBERG)	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 30th Aug. Freight.
ANDALUSIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Sept. Freight.
Cap. Filler	HAYRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 20th Sept. Freight.
SAMBIA	HAYRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 3rd Oct. Freight & Passengers.
Cap. Luning	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
SCANDIA (ex KONIGSBERG)	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
Cap. Behrens	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SUEVIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
Cap. von Dohren	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
BRISGAVIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
Cap. Schulke	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KORE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Wednesday, August 31st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.
FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT ... 9,606 tons. W. M. Smith ... About 20th August.
S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screwers, "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings, Hongkong, 11th August, 1904. 17

OSAKA SHOSEN KAISHA
REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW AND AMOY	"TRITOS"	WEDNESDAY, 24th
TAMSU, VIA SWATOW AND AMOY	H. KRAFT	SUNDAY, 28th Aug.
FOOCHOW, VIA SWATOW AND AMOY	H. A. HARALDSEN	at 10 A.M.
TAMSU, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 31st
	A. HANSEN	Aug., at 10 A.M.
	"M. STURVE"	SUNDAY, 4th Sept., at 10 A.M.
	T. BRANDT	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
Hongkong, 15th August, 1904. T. ARIMA, Manager 115

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI and KOB.	FORMOSA	5 P.M., 23rd August	Freight and Passage.
SHANGHAI	CHUSAN	About 25th August	Freight and Passage.
LONDON, &c.	COROMANDEL	Noon, 27th August	See Special Advertisement.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	JAVA	About 2nd September	Freight and Passage.

For further Particulars, apply to
Hongkong, 20th August, 1904. E. A. HEWETT, Superintendent. 11

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, AND LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	SAILING DATES.
GNEISENAU	WEDNESDAY ... 14th September
PRINZ HEINRICH	... 29th September
HAYREN	WEDNESDAY ... 12th October
SACHSEN	WEDNESDAY ... 26th October
ZIETEN	WEDNESDAY ... 9th November
PRINZESS ALICE	WEDNESDAY ... 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 7th December
PREUSSEN	WEDNESDAY ... 21st December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 4th January 1905.

ON WEDNESDAY, the 14th day of SEPTEMBER, 1904, at Noon, the Steamship "GNEISENAU," Captain H. Blecker, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on Monday, the 12th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 13th September.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
HONGKONG, 18th August, 1904. MELCHERS & CO., AGENTS. 5

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat. 27th Aug., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat. 10th Sept., 10 A.M.

For Freight or Passage apply to
HONGKONG, 20th August, 1904. SHEWAN, TOMES & CO., GENERAL MANAGERS. 116

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOB., YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.		
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th Aug.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 21st Sept.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Oct.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 19th Oct.
R.M.S. "TARTAR"	4,225 Tons	WEDNESDAY, 2nd Nov.
Hongkong to London, 1st Class ... via St. Lawrence 270 ... via New York 282		
Intermediate on Steamers, ... 240. " " 242.		
and 1st Class Rail ...		

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent, 9, Queen Street.

PORTLAND & ASIATIC STEAMSHIP CO.

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

TONS.

CAPTAIN

TO SAIL ON

"ARABIA".....

4,483

Bahle

August 25th, 1904.

"ARAGONIA".....

5,198

Schmidt

September 14th, 1904.

"NUMANTIA".....

4,370

Schmidt

October 10th, 1904.

"NICOMEDIA".....

4,370

Wagner

October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 20th July, 1904.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TYDEUS"	On 24th August.
GLASGOW AND LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW AND LIVERPOOL	"TELMACHUS"	On 4th September.

HOMEWARDS.

STEAMERS	TO SAIL
"PELEUS"	On 30th August.
"GLAUCUS"	On 13th September.
"IDOMENEUS"	On 22nd September.
"TYDEUS"	On 27th September.

TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
"TELMACHUS"	On 7th September.

BUTTERFIELD & SWIRE, AGENTS.
[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR MANILA, SWATOW, WEIHAWEI, CHEFOO, AND TIENTSIN.

STEAMERS	TO SAIL
"TAMING"	On 23rd August.
"KANU"	On 26th August.
"WOONG"	On 29th August.
"CHANSHA"	On 13th September.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR SANDAKAN.

STEAMERS	TO SAIL
"MAUSANG"	Wednes. 24th Aug. 4 P.M.
"LOONGANG"	Friday. 26th Aug. 4 P.M.

JARDINE, MATHESON & CO., GENERAL MANAGERS.
[1903]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA TAKU OR CHIN-WANTAO TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	... Captain J. P. Dawson.
S.S. "COURTNEY"	... Captain J. W. Martin.
S.S. "CRANLEY"	... Captain W. E. Steele.
S.S. "KIBAL"	... Captain A. Jennings.
S.S. "ASCOT"	... Captain C. E. Cox.
S.S. "TWEEDDALE"	... Captain T. M. Milne.
S.S. "LOTHIAN"	... Captain J. C. Williamson.

The next departure will be the S.S. "LOTHIAN" sailing from here on or about 5th September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).
For Freight, apply to—
GIBB, LIVINGSTON & CO., AGENTS.
[2030]

Hongkong, 19th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.

"EPSON."

Captain J. White, will be despatched for the above port on SATURDAY, the 28th September.

For Freight, apply to—
SHEWAN, TOMES & CO., General Agents.
Hongkong, 5th August, 1904. [1630]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

"HUDSON."

will be despatched on or about the 15th September.

For Freight or further information, apply to—
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.
Hongkong, 8th July, 1904. [1844]

FOR CANTON.

"SAN CHEUNG."

851 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
CHEUNG YIN STEAMSHIP CO., LD., No. 17, Connaught Road Central, Hongkong, 18th March, 1904. [2]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Bourdon, will be despatched for the above ports on or about WEDNESDAY, the 24th inst.

For Freight or Passage, apply to—
G. DE CHAMPEAUX, Agent.
Hongkong, 18th August, 1904. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, Mediterranean Ports.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL."

Captain G. M. Montford, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, etc., on SATURDAY, the 27th AUGUST, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "Molavia," 9,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and for London (under arrangement) will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—
E. A. HEWETT, Superintendent.
Hongkong, 15th August, 1904. [1]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVOLICH."

Captain Thomson, will be despatched as above on or about the 7th September.

For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 16th August, 1904. [1994]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stowage and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th August, 1904. [2027]

AMOI ENGINEERING CO., LD. AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS, Manager.
Amoy, 3rd December, 1903. [150]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at the OUTPOSTS.

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NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU."

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day, the 16th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 23rd August, at 9.30 A.M.

All Claims must reach us before the 24th of August, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MEICHERS & CO., Agents.
Hongkong, 16th August, 1904. [6]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamers

"IDOMENEUS."

are hereby notified that the Cargo is being discharged into Cuffs and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Cuffs or Godown on and after the 20th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 25th inst.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th inst., or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st August, 1904. [10-11]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"AUSTRIA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Levant ex S.S. "Urania," transhipped at Port Said.
From Venice ex S.S. "Venus," transhipped at Trieste.
From South Africa ex S.S. "Bohemia," transhipped at Aden.

Optional Cargo will be landed, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 25th August, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th August, will be subject to rent.

Bills of Lading will be countersigned by—
SANDER, WIELER & CO., Agents.
Hongkong, 18th August, 1904. [3]

SANTAL MIDY

These tiny Capsules—superior to Copaiba, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

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EXTRACTOR MALOT (Zyle, p. 70 et 323)

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SHIPPING

SHIPPING IN PORT.

STEAMERS.

ANGLO-AUSTRALIAN, British str., 2,581, O. H. Lewis, 11th Aug.—New York via Cape of Good Hope 11th June, Cuso Oil.—Standard Oil Co.

ATAKA, British str., 2,392, J. Park, 18th Aug.—New York 25th June, Petroleum.—Standard Oil Co.

BINH THUAN, French str., 983, R. Lagasse, Kienhinh 6th August, Coal.—Bradley & Co.

CHANGSHA, British str., 2,304, T. Moore, 15th August.—Sydney 10th July and Manila 12th August, General.—Butterfield & Swire.

CHUNSHAN, British str., 1,121, E. S. Lawlor, 21st August.—Manila 18th August, Nil.—Bradley & Co.

DEYAWONGSE, German str., 1,057, Chr. Kummel, 11th August.—Bangkok 4th August, Rice.—Butterfield & Swire.

ELBADETH, German str., 988, Gotsche, 21st August.—Bangkok 14th August, Rice.—Melchers & Co.

EMPEROR OF INDIA, British str., 3,032, O. P. Marshall, 16th August.—Vancouver 25th July and Shanghai 15th August, Mails and General.—C. P. R. Co.

GARLIC, British str., 2,401, William Finch, 20th August.—San Francisco 16th July, Honolulu 2nd, Midway Islands 30th, Yokohama 9th Aug., Koba 11th, Nagasaki 12th and Shanghai 15th, Mails and General.—O. & S. S. Co.

HAIPHONG, British str., 783, Chas. A. Matton, 19th August.—Chunshen via Haiphong 18th August, Salvage store.—Douglas Lauprak & Co.

HAIMUN, British str., 634, E. S. Crowe, 21st August.—Swatow 20th August, General.—Douglas Lauprak & Co.

HANOI, French str., 728, P. Merlees, 19th Aug.—Haiphong 9th Aug. and Hanoi 11th, Pigs and General.—A. R. Marty & Co.

KOHICHANG, German str., 1,292, S. Simonson, 21st August.—Bangkok 11th August, General.—Butterfield & Swire.

KORAT, German str., 1,998, H. Hirbner, 16th August.—Singapore 26th July and Bangkok 9th August, General.—Norddeutscher Lloyd.

LABRETS, British str., 1,341, J. B. Jackson, Saigon 9th August, Rice and Meal.—China.

LOONGMEON, German str., 1,245, Kalkofen, 21st August.—Nagasaki 20th August, General.—Siemssen & Co.

LOTHIAN, British str., 3,222, J. C. Williamson, 4th August.—Salina Cruz 30th June.—China Commercial S. S. Co.

MATILDE, German str., 678, G. Schlaikier, 30th Aug.—Swatow 19th Aug., General.—Jensen & Co.

MAUSANG, British str., 1,444, S. J. Payne, 10th August.—Sandakan 4th August, Timber.—Jardine, Matheson & Co.

OCAMPO, British str., 1,311, G. G. Graham, 16th August.—Mororan 6th August, Coal.—Doddwell & Co.

ORANGE, Norwegian str., 1,001, Joh. Dannevig, 19th Aug.—Bangkok 12th Aug., General.—Sander, WIELER & Co.

PETARCH, German str., 1,252, C. Ahrens, 19th August.—Saigon 15th August, General.—China.

PRISANUM, German str., 1,267, C. Faehs, 20th August.—Bangkok and Swatow 19th August, Rice.—Butterfield & Swire.

PRINS VALDEMAR, Danish steamer, 3,614, L. Koch, 18th August.—Shanghai 15th Aug., General.—Melchers & Co.

PROMETHEUS, Norwegian str., 1,024, H. Larsen, 21st August.—Bangkok 14th August, Rice.—China.

QUANGNAM, French str., 710, Jean Vidal, 17th August.—Saigon via Haiphong 10th Aug., General.—Bradley & Co.

ROSHAMPTON, British str., 1,391, Jackson, 5th August.—Venice 26th June, Oil.—Standard Oil Co.

SAMSEN, German str., 998, Rohwaldt, 17th August.—Kobischung 11th August, Rice.—Melchers & Co.

SHANTUNG, British str., 1,837, J. Marnoch, 8th August.—Java ports 30th July, General.—Butterfield & Swire.

SUKH, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Doddwell & Co.

SUISANG, British str., 1,776, James Young, 17th August.—Pekalongan (Java) 8th August, Sugar.—Jardine, Matheson & Co.

TAMING, British str., 1,342, Pennyfather, 19th August.—Manila 16th August, General.—Butterfield & Swire.

TINTAU, German str., 1,002, O. Koch, 17th August.—Bangkok, 10th August and Koh-sichang 11th, Rice, Cotton and General.—Norddeutscher Lloyd.

TRAITS, Norwegian str., 1,209, T. Thomassen, 21st August.—Kobe and Moji 14th August, General.—China.

SAILING SHIPS.

E. B. SUTTON, American barque, 1,248, Johnston, 19th July.—Chafco 23th June, Ballast.—China.

ECLIPSE, British ship, 2,978, J. McBryde, 10th May.—New York 10th December, 1903, Case Oil.—Standard Oil Co.

EVIE J. RAY, American bop, 913, Kasin, 6th August.—Manila 30th June, Timber.—Sander, WIELER & Co.

KENTMERE, British barque, 2,334, Burch, 14th June.—New York 29th January, Kerosine.—Standard Oil Co.

SOKOTO, British 4-m. barque, 2,193, William Bourke, New York 3rd April, Petroleum.—Standard Oil Co.

TROSCHE, British barque, 949, A. Hutton, 25th May.—Fremantle 23rd March

